

Notes: EID Water System Replacement 2021-22

On February 22, 2021 the District Office received a phone call from **Noel Russell**, Construction & Maintenance Supervisor with EID. Phone number **530-642-4018**

Noel Russell explained that EID wants to replace all individual resident water lines from resident's meter, on easement or resident's property, to main line in the middle of the road. This does not involve replacing the main pipe, only the distribution pipes from the resident's meter to the main. The 18 Roads impacted will be: Strolling Hills, Cameron Road, Flying C Road, Lariat Drive, Rancho Road, Spring Meadow Road, Fallen Leaf Road, Longhorn Ridge Road, High Crest Drive, Gold Spur Road, Sleepy Hollow Road, Deer Knoll Road, Longview Road, Old Mill Road, Valley Vista Road, Brookside Road, Dove Meadow Court and Deer Creek Road. This will impact approximately 200 residents.

They want to perform these repairs "trenchless". This will involve digging up the pipe at the meter, severing it and replacing the polyethylene pipes with K type copper tubing. They will then slide the new tubing in where the old pipe is and connect them to the main pipe in the road where they will have to dig a 3' x 6' hole (or larger) in the road with a backhoe, and remove all the material. They will replace the dirt back in the meter site and repair the road with Caltrans Class 2 asphalt, 95% to subgrade compaction. Noel later told me that they use El Dorado County DOT standards, trench detail and standard traffic control measures. Macauley Construction, Inc., will perform the work.

The same day, I contacted David McMurchie, our attorney, with agreement from Board President Doris Miller. David stated CECSO Board Policy requires EID to have an **Encroachment Permit** with us to perform their repairs, similar to what we had done with PG&E in 2018, that he will draft by the beginning of March. He will attach a copy of their standards they will be adhering to for the repairs to the permit. He will send a copy for the Board and EID to review. The Board will need to review the Encroachment Permit and approve it and this can be done at a regular meeting or a special meeting.

I asked how they will cover the road holes if they are not repaired by the end of the day. In a February 23, 2021 email, Noel explained that if there is no valve at the main pipe, a street plate (1" steel plates) will be placed over the excavation. If there is a valve, at the connection to the main the crew will replace it and backfill it. The crews can replace between one and three services a day. Noel sent the description of what they will be doing and the Standard Specifications 32 12 16 they use for paving. He also emailed the traffic plans, trench and backfill detail information, and a sample letter they will send to residents 1-2 weeks before the work begins.

In emails Noel explained: "Just before the start of the project, our maintenance crew will come in and service all of the fire hydrants and system valves in the area. The hydrants will get serviced and a fresh coat of paint applied. The valves will all be exercised and gps'd.

After calling 811 for utility markings, crews will excavate at the water main where each water service connects. They will also excavate at the site of the water meter. These two excavations will serve to facilitate the trenchless replacement method I discussed with you over the phone.

If there is no valve to isolate the service line at the main, (corporation stop) then the excavation will be shored, (braced) in accordance with OSHA regulations and a street plate will be placed over the excavation. This is safe for all vehicles to drive over. The street plate will be secured with railroad spikes

into the pavement, and skirted with cold mix asphalt and retroreflective 'BUMP' signs placed adjacent to the plate to advise motorists of the changed condition of the roadway. There may be several of these in succession for up to a week at a time. We will notify customers of a service interruption, isolate the main and install up to 6 corporation stops in a single main line interruption. Then, the crews can work to isolate each service and replace them one at a time. This process minimizes impact to our customers by minimizing service interruptions.

If there is a valve (corporation stop) at the connection, the crew will isolate the service and replace it. Crews can replace between one and three services per day, depending on site logistics.

Once the service is replaced, the crew will backfill the excavation in stages, or 'lifts' of about a foot at time and mechanically compact the engineered backfill material (3/4" aggregate road base.) Once the excavation is backfilled and compacted to subgrade, they will cover the remaining inches with cold mix asphalt. Once all of the services have been replaced, and the project is complete, our contractor will come in and sawcut each site and pave with hot mix asphalt. Some patches which are close together, 3' or closer will be incorporated into a single patch.

Any sidewalks that are excavated will also be restored with cutback and the final restoration will take place subsequent to all service line replacement with concrete to match existing."

I received an email from Noel on March 4, 2021 stating that: "This project will not begin until next year (next Spring). We will continue with plans, and work with you in the meantime so everyone is on the same page. I expect to hear back from my engineer for the asphalt remediation detail, and we will be working on the site survey with specific excavation site detail for you to reference before the start of the project."

So far this was the last communication.